Journal of the Late Bridgewater

1821

(Imperfect)

Dec 18/89
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Ship Bridgewater

7th Voyage

from England to India

to

Madras

in the Year 1801 —

General Remarks
and Observations
in a Voyage from England
to Madras
in the Year 1801

On Monday 19 Jany 1801 3 P: M: the Ship Bridgewater of
799 Tons commanded by Captn Lukin sailed from
the Downs for Madras

Jany 19 We sailed in company with the Berrington of
Tons, Captn Carse, and the Malabar of Tons
Captn Kent, both belonging to the same Owners
& having the same destination as the Bridgewater
having under our Convoy the Nutwell, a
small Ship bound to the Cape of Good Hope,
and Madras. The Number of Men on Board
amounted to including a few Passengers.
At Dover we landed our Pilot: the Evening
was very fine & we proceeded with a fair Wind
till about 11 o' Clock, at which time we were
nearly opposite to Dungeness Light-House.
The Wind then shifting to West and causing
a heavy Sea, we were driven about all Night,
and in the Morning finding that we had
20 made no way, and that being very anxious
to proceed and consequently carrying a press
of Sail, we had in the Course of a dark and
foggy Night been driven very near the French
Coast, having lost sight of the other Ships, it was
judged proper to return to the Downs, where
we arrived at 6 o' Clock P: M: and found the

other Ships which had put back and arrived before us

Latitude 50-8 North

On Friday 23rd Jany. at 2 o'clock P.M. made Signal for sailing - employed in weighing Anchor &c -

Saturday 24 About 8 A.M. sailed in Company with the Rose, Bennington, Malabar & Nutwell; at 1 P.M. saw Dunge Ness bearing W. about 5 Miles - at 2 Beachy Head N. 2 Leagues at 5 the Nutwell just in sight astern the Weather was pleasant with fresh Breezes occasionally

Sunday 25 We proceeded in Company with the Rose & Bennington under easy sail for the Ships astern - at 2 P.M. we saw Portland N.E. by E. 7 Leagues and at 5 saw Start Point N.W. about 8 Miles The Weather to day was variable, with fresh Winds - The Rose sent her boat on board for instructions

Monday 26 - The Weather as yesterday at 3 P.M. saw the Eddystone Lighthouse N.W. Made Signal to tack and for the sternmost Ships to make more sail

Two other strange Sail were seen bearing East

49. 16 N°

The uniformity of a life on board Ship renders it unnecessary to particularise the events of each day as nothing occurs worth relating. I shall therefore only give a summary account of occurrences of each Week on every Saturday except when any thing of consequence happens - when I shall particularise the date &c -

45. 55

Tuesday Jany 27th – Cloudy Weather – at day light observed two Strange Sails, one bearing North, the other South – the latter of which is conjectured to be the Thames bound to Bengal and wishes to join us –

Nothing of consequence occurred during the remainder of the Week – the Winds were very variable and the Weather unpleasant, and squally – Our Squadron was reduced to 3, as only the Bennington and Rose kept company with us. We learnt from the latter that the Malabar in getting under weigh ran foul of another Ship, by which she carried away her Bowsprit and received other damage so as to prevent her sailing the Nutwell probably remained with her –

Saturday 31st – We have hitherto made very little progress

Sunday 1st Feby – The Weather was pleasant we were in the Bay of Biscay – at 9 A.M. the Bennington made Signal for a Strange Sail standing towards us – We made Signals and prepared for Action &c – At 11 an Officer came on board us from the Stranger, which

Captn Lukin went on board the Concord, and in consequence of their intelligence it was thought prudent to alter our Course for a few days to prevent their falling in with us.

The Rose proceeded directly on her passage to Bengal; she arrived there a few days after we anchored in Madras Roads: the Berrington came into the Roads about 8 hours after we did; & the Malabar arrived the following Day; so that the 3 Ships made nearly equal passages, tho' we did not see each other during the Voyage.

moved to be the Concord Frigate of 36 Guns on her Voyage home - She gave us the unwelcome news of a French Squadron of 5 Sail of the Line and 2 Frigates being out. On the 27th last month she fell in with them and one of the Frigates engaged her for half an hour - she had 4 Men killed and 15 Wounded - this afforded us an Opportunity of writing home, wch most of us embraced - at 8 P. M. the Rose made Signal to speak - informed us she had carried away her Fore Top Mast this made it necessary for us to lay by under easy Sail for her all Night, whilst she repaired it - but in the Night it came on to blow fresh, with hard Squalls at times and at day light the Rose & Berrington were both out of sight, and from this time we never saw any thing of them

Tho' the whole of this Week the Weather was very bad - hard gales of Wind with occasional violent Squalls, Rain and cloudy hazey weather, with heavy Swells - No observation could be taken of the Latitude, but we continued standing more & Westward

On Feby 4th in a violent Gale of Wind, at 7 P. M. the Tiller Ropes broke, and on examination the Tiller was found worked nearly out of the Head of the Rudder. However she fortunately lay to very easy in the midst of a most dreadful Sea, and new Ropes were shipped, & the Tiller secured without much trouble: the 2 Men at the Wheel, steering the Ship, were very much hurt.

Monday Feby 9. at 6 P. M: a strange Sail W: N. W.

Tuesday 10. at 7 A: M: a strange Sail South.

35.24 N.

Sunday Febs 8th Weather still cloudy with a heavy swell - at daylight saw a strange Sail, to which we made a Signal, supposing her to be the Rose or Bennington - at 12 she shewed Hamburgh Colours - at 4 P. M. spoke her - she proved to be a ship from Embden bound to Charlestown; had been out 55 days - she had experienced bad Weather and was then under her Courses & Topsails

Thro' the Week. Weather continued as last only rather more moderate, occasional hard Squalls rain and sleet with now & then moderate breezes

On Saturday 14th Latitude 35 - 24 North in the course of this Week we had come about 11 degrees to the Southward

29.. 48

As we advanced towards the South, the Weather became pleasant and about 17th we met with the N. E Trade

27.. 49

We were fortunate in escaping from them owing to the superior sailing of our Ship as it was the general Opinion of the Officers that they were French Privateers

16.. 52.

From the 14th to the 21st we had a Run of about 19 Degrees

Monday Feb.y 16 - Strong Breezes since Saturday with equally unsettled Weather At 2 P. M: saw a strange Sail ahead - at 3 she hove to, and it was judged proper to clear our Ship for Action. At 5 she shewed American Colours. finding we took no Notice of her, she fired a Gun and shewed American Colours, on which we fired a Gun & shewed ours also. As we were very suspicious of her, we kept the Ship clear all Night

Tuesday 17 - At daylight the strange Sail still in sight, and at 8 another was discovered bearing North: at this time they were both under a heavy press of Sail, one of them coming down & the other standing after us they appeared to be Companions, we therefore made all Sail possible & kept the Ship clear we kept considerably ahead of them; at ½ past 12 we observed that they had shortened Sail, finding they could not gain on us, and at 3 they were out of sight

Towards the end of the Week the Weather gradually became more Moderate & pleasant, & on Saturday 21st at 6 A. M: saw the island St Anthony S ½ W 7 or 8 Leagues, and at 8 4 or 5 Leagues at noon the Body of it E & E 9 Leagues

The perpetual Winds between the tropics, which have got the name of trade-winds from their being so regular (& consequently so useful in navigation) seem to have considerable influence upon the health of the Seaman. They cool & refresh the air wch otherwise wd be insupportably hot & suffocating. They generally extend to about the 28th degree of Latitude on either side of the Line, but as they come near the Equator disappear, and Variable Winds & Calms take place

4 North

Sunday 22 Feby

The Weather very pleasant and a fresh Trade, continuing thro' the ~~whole~~ Week towards the end, as we approached the Equator the Wind became variable, with frequent Calms, thunder, lightening and Rain

Saturday 28.- There was no Observation but we were about 4 knots, the Ship having run since the 21st about 13 degrees

Sunday 1st March

The Weather very hot and sultry, with light Airs & Calms till 4th when it was cloudy and squally, Variable Winds

5th a steady Breeze from the S. E.t - the Weather still cloudy; towards the end of the Week fair & pleasant, the Wind continuing to blow nearly from the same point

On Friday 6 - we crossed the Equinoctial Line in Long.e 23° 10' West at about 9 A. M. when all those, who had not crossed before, are obliged to submit to the Ceremony of being shaved &c - it makes a day of festivity for the Sailors

The Squalls were so violent as to split the Top Gallt. sails & the Jib

Thursday 19. a strange Sail was seen bearing north

On Saturday March 7. we were in the Latitude of 1° 54' South, having only run about 5 or 6 degrees during the Week owing to the frequent Calms

The first part of the following Week we had fresh Breezes fair Weather, towards the middle squally attended with very heavy Rain at times, the latter end the Weather became fair with a fresh Trade and by Saturday 14th we were in the Latitude of 18.. 18 South, nearly 17 Degrees more to the South

Sunday 15 March

The Weather very pleasant and a fresh Trade blowing, tho' still very hot – the whole of this Week was very pleasant, but on Saturday 21st as we advanced to the South, it became wet & hazy, so that there was no Observation of Latitude, but we were by Calculation nearly in 31 – about 12½ Degrees to the South

36. 37 Lt.

The end of March & the first part of April appeared particularly unhealthy: the Weather was cold & wet, as we approached the Cape.

38. 57. Lt.

40. 13 fo.

As we proceeded to the South the Weather became variable, rain & squalls; the Wind at first from the S: E.t but towards the end of the Week varying from East to North, when we were in 36.. 37 South Latitude

On Tuesday 24 a strange Sail was observed bearing S: West, which was conjectured to be a South Sea Whaler

We had moderate Breezes variable with cloudy Weather & Rain, & at the end strong Breezes & occasional Squalls

About the 4th of April we were in the Meridian of London – in 38. 57 S.o Lat.

The following Week began with fresh Breezes (with Rain) variable to the Northw.d and cloudy Weather – about the Middle of the Week as we approached the Meridian of the Cape of Good Hope, we had fresh Gales with very violent squalls – On Thursday April 9th we were wending the Cape in our greatest Southern Latitude we had very hard Gales of Wind with rain and

In coming round the Cape, the Ship made only about 3½ Inches of Water in the 24 Hours, tho' in the Gale in the Bay of Biscay she required to be pumpt twice a day —

38. 50. Sth

a very large following Sea. At Night a great deal of strong Lightening from S.E to N.E These Gales continued with occasional violent squalls & gusts of Wind till Monday 13th. the Sea running tremendously high and a very great Swell from the South wd Westward. the Dead lights were all in. the Ship rolling very easy. The next Week the Weather gradually began to moderate tho' we still had Squalls occasionally Early on the morning of Friday 17th April when we were in Latt 38-6 South Longitude 39-17 East we hove to for three hours and sounded but had no Ground at 80 fathoms
at 7 we made Sail again; towards the end of the Week, Weather more pleasant with moderate Breezes. Our Latitude on Saturday 18th was about 38°-50 South

The ensuing Week the Weather was variable: nothing of consequence occurred, we were running nearly in the same parallel of Latitude towards the West.
On Monday 19th saw a strange Sail bearing North from us; by Noon she was hull down.
at daylight on the 24th a Ship was seen bearing

N:E: from us - Standing the same Course as ourselves; at 2 P. M: Came within hail, spoke her: she proved to be the Sr J B Warren, a Rice Ship bound to Bengal - She sailed from Falmouth (on the Day we left the Downs) in Company with a large ~~Squadron~~ Fleet of West Indiaman &c - Off Cape Finisterre they discovered the French Fleet at a distance: their Commodore made the Signal for them to disperse, wch was done & on the Morning following they were all out of Sight, tho' the Sr J B Warren saw the French fleet at a distance - In the afternoon, we hove to for 3 hours, and Captn L. sent our boat on board her, with several Necessaries, Stock &c of which they were much in want -

It was agreed to keep Company with each other, which was done, for our mutual advantage, as we were fast approaching those Latitudes where we might expect to fall in with French Privateers, wch at certain Seasons are fitted out from the Mauritius to cruize off Ceylon &c for the chance of intercepting any Vessels weakly manned -

The Polar Warrior sailed rather faster than we did in very light Winds; yet, as during the greater part of the time we were in Company, we experienced stiff Breezes, with heavy Seas occasionally, she could by no means keep up with us; we were sometimes under the necessity of laying to for her twice in the day at a time when we were going 9 or 10 Knots. This was occasioned by her being a smaller Ship & very light, so that she could not keep her Wind, but the force of the Sea drove her to leeward — However it was still judged advisable to keep Company, tho' she kept us back about 4 days longer from Madras —

Nothing material occurred during the remainder of this Month — at the end of the Month we began to stand a little to the Northward — at the same time running still farther to the East — In the beginning of May we met with the S. E. Trade Wind in fresh breezes, and for some time we averaged about 180 Miles a day

This Ship was thought to have been the Wm. Pitt, Rice Ship, for Madras & Bengal, who came in a few days after us to Madras

The Sail seen on ye 5 & 6th proved to be the Bennington who left England with us, & arrived at Madras about 8 Hours after us -

May 16 Crost the Line 02° - 35' E of Longitude

On Sunday May 3rd at 8 a.m. we discovered a Sail ahead to Windward - made Signal to the Bolace Warren and made all Sail possible after her: but tho' she hoisted English Colours, she did not seem inclined to join us, & as she sailed as well as ourselves, & had besides the advantage of being to Windward of us, we did not stand long after her -

Tuesday 5 a Strange Sail bearing E.N.E -

Wednesday 6 The same Ship bearing N.N.W - and about 12 o'Clock, standing N.W. & N -

About the Latitude of 8° South we lost the Trade Wind; frequent Squalls & variable Winds with thunder & Lightning (as usually happens near the Line): these were of short duration: we soon had fresh S.W - Winds and on Saturday 16 May we once more crossed the Equator in 82. 35 East Long^e -

From the time of our crossing the Line we experienced fresh S.W. Winds with fre= =quent Squalls, very often under the

The Boxace Warren arrived at Bengal
a few days after we anchored at Madras

We sal'ed the Fort with 9 guns, we marched off

In the afternoon came on board a Lieutenant
of the Vulcan Sprest 7 of our Men

necessity of laying to for the Boat Warren.
On Tuesday 19 May we saw her 9 or 10 Miles astern - it was then blowing fresh with a very heavy Swell, and she was soon out of Sight. As we were within two days sail of Madras & she was bound to Bengal, she stood right up the Bay.

On Thursday 21 May at 6 in the Morning, we saw the Land (the high Hills of Madras) bearing from us W. N. W. about 5 Leagues, on the Larboard Bow. At Noon the Flagstaff and the Ships in the Roads were seen about 5 or 6 Miles ahead.

Between 2 and 3 P. M. we anchored in Madras Roads about 3 Miles off Shore. Found riding here H. M. Brig Albatross, & the Vulcan Bomb, with a French & several Danish Prizes. A few Weeks before our Arrival there had been an Expedition against the Danish Settlement of Tranquebar, some Miles down the Coast, wch surrendered to the British Arms. We also heard of the Kent East Indiaman having been captured in the Bay by a French Privateer. The Kent

The Season in wch we arrived, and during wch we remained, at Madras, is said to be the hottest time of the Year: at the end of May & the beginning of June for a few days the Air was excessively hot & sultry, owing to the continuance of the Land Winds, wch pass over long tracts of dry sandy Country, parched up by the heat of the Sun: they blow occasionally with such violence, as to raise Clouds of Sand in their progress, darkening and obscuring the Air. These gusts however are in general but of short duration, and are usually succeeded by Sea Breezes, wch set in about 2 in the afternoon. These cool & refresh the Air wch wd be otherwise insupportable. The Land Wind blows sometimes so strong that its parching effects are very evidently & sensibly felt on board the Ships lying out in the Road. this was the Case one day, when in the Course of 5 Minutes the Atmosphere was so universally heated with the clouds of heated Sand flying about that the Thermometer in the Round House [not at all exposed to the Sun] got up from 90 to 98. This lasted only for a short time & on the setting in of the Sea Breeze it fell to its usual Range, about 89°.

was very well manned, having, besides her own Complement of Men, the Crew of the Queen, wch was burnt at Rio Janeiro, and being besides full of Troops, so that her Capture was much wondered at. They had beat the Privateer off 3 or 4 times; she constantly returned & at length carried her by boarding. The Captn of the Kent was killed early in the Action. The Government at Bengal fitted out an Indiaman to cruize after the Kent & recapture her, but without Success.

At the time of our Arrival at Madras the Ship's Company enjoyed a pretty good state of Health, as they did in general thro' the greater part of the Voyage.

On the Evening of our Arrival about 8 Hours after we came in the Bennington wch sailed from England with us.

Friday 22nd. Moderate Breezes from the S. W. & fair Weather. We received from the Shore fresh Meat, Vegetables, Fruits &c &c for the use of the Ship's Company among whom some slight Symptoms of Scurvy began to appear, but wch soon yielded to fresh Vegetable Diet &c

The Country about Madras, as indeed the whole coast of Coromandel, is even, low, and Sandy: "it rises so gradually from the Sea, that the Spectator can scarcely mark the Distinction till he perceives the different objects on the Shore.

The Mass of Buildings rising from within Fort St George, and which are included in one general name, the Fort, have from the Sea a very beautiful appearance. The Houses are all built with great regularity; they are all flat and covered over with Chunam, a kind of Stucco, very compact, and as it bears a polish equal to the finest Marble, at a Distance it appears equally Splendid; the rays of the Sun, reflected from these polished Buildings, give an Air of extreme lightness and even Splendor, whilst the Serene appearance of the clear, blue and cloudless Sky, the bright Sandy Beach, contrasted with the dark green Sea, and the Different Objects on Shore, form a Scene totally new to the Eye of an Englishman, and particularly exhilarating after the long confinement on board a Ship and the dull tedious monotony of a Sea life.

The buildings in the Fort have large Colonades in front, Open Porticoes; they serve principally as Offices for the transaction of Business, both of Government and of Individuals, who all retire to their Bungelows, or Country Houses, about 3 or 4 o' Clock after the Business of the Day is concluded.

22 May. The Malabar Rice Ship arrived in the Roads. She got under weigh in the Downs intending to sail with us; but running foul of another Ship & losing her Bowsprit, she put into Torbay to refit & was lying there at the time we were experiencing the heavy Gale in the Bay of Biscay. All this she escaped & sailed from Torbay on 9th Feby. She crost the Line two days before we did, but did not arrive at Madras quite so soon. —

23 May.

Arrived from England the Wm Pitt and Experiment, Rice Ships: they sailed from England a Month before us, but in their Way had touched at the Cape — The Wm Pitt was reported to be in a very bad State, excessively leaky & we afterwards heard she was gone into dock at Bengal.

25 May Sailed the Albatross Brig on a Cruize. It being determined that we were to take in the whole of our Cargo at Madras, in the Morng. Captn Lukin came on board, weighed Anchor & kept standing off & on for the Seabreeze at Noon stood in closer to the Shore & anchored in 6 fathoms Water about ½ a Mile off Shore —

26 May. Moored Ship a Cable each way. B'th'r to the W'd small B'r to the Eastwd. struck Top G'tMast unbent Sails

[illegible] – [illegible] colored Cloths

Men like Women

Hacking [illegible] Carriage 2 Wheels & Pattern

[illegible] called the Black Four

[illegible]

[illegible] – a Camp

[illegible] excellent

26 May. Sailed for Bengal the Experiment, one of the Rice Ships

27. Regular Land & Sea Breeze, with pleasant weather.

[illegible]

June 5th. Weather at noon fresh & a cloud on the Bow. H. M. Frigate Pearse [illegible] of War on the India Station, from a Cruize to [illegible]

6th. This Day a Survey was held on the Remington, but she was condemned as being an unfit State to carry Rice to Europe, in consequence of damage received during her passage out. She was a few days afterwards sold at Madras for the sum of 13570 Pagodas, a sum equal to £ Sterling. It fitted out to carry timber in the Country Service, for which she was very well qualified. Sailed for Bengal the [illegible] Rice Ship. Arrived H. M. Brig Albatross from a Cruize

3d. Light Airs & Variable Weather. Sailed the Albatross

4th. Being the King's Birth Day the new Union Flag was displayed at the Fort with a discharge of Cannon. Boat Racing & the Fleet on the Road, Fired a Salute. Arrived the Neptune Brig.

7th. Wind & Weather as of Days past. Arrived from Bombay H. C. S. Sugard, Admiral Cranmer.

10th. Sailed Sunday. Mr. Wall came on board to inspect & survey the Ship. Every thing was found in such a State of Security & Strength as to reflect credit on their power to condemn her, as they had the Remains to

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

June 15. Arrived a Ship from the Southward under Hambrough Colours. also 2 Rice Ships. the last left England before us but last first into Port from Isle of Mauritius and has also been at the Cape. by this Ship we heard the first intelligence of the Change of Ministry &c and the Death of Officers in England, which News was received Letter prior to her leaving it.

16 Weather Cloudy for some days past Arrived the Europe the Suffolk Rice Ship

19 Having unbaled first on shore all the Cargo & the Ship being in a state of Readiness to take in her homeward bound Cargo, began on this day to take in Rice

20 Unshipped from a Lunge H. M. 1 Dollar

24 One half of the Ship's Company went ashore on liberty for 3 Days, as is customary when the whole of the Cargo is stat ashore

July 4th Sailed for England 2 Dutch Rice Ships.

16th Arrived H. M. S. Dragon the Flag Ship of Admiral Mariner. at 8 A. M. the Fort fired Twenty Guns in consequence of the death of the Nabob of the Carnatic

20 Arrived from England the H. C. S. Sir Hugh Pallet with Troops from the Fleet off the Cape

24 Arrived from England

July 25 Having taken in the whole of our Cargo
Consisting of 9000 Bags of Rice, besides 400 Bales of Pepper,
300 Bags of Coffee, 60 Bags of Sugar &c the Pilots were all called
down: Nothing now remained but to take in
Water, provide Lines, Buoys, Stock, Water for
the Passengers Baggage &c and all hands
were employed in getting the Ship ready
for Sea.

26th A Signal was made from the Fort for
a Fleet, and about 9 Sail in Sight: ten
of them were Country ones, being a Brig, at
2 they anchored in the Roads. They proved to
be the Fleet from England and the Dover Cap
of Gia had left off the Cape. They consisted of
the Alexander, Charlton, Cuttell Gent Stuart
Thomas, Hope, Boddam, Calcutta, Walpole, Duke of
Montrose, Aberd Gardner, Sir Hyde Lushington
the Brig, with Lord the Albatross, Now ready to sail
again. The Fleet left England on Wednesday
Big day Miles our Old Consort the Berwickshire
for Pegu.

31st At 1 P.M. the Fort, and all the Kings &
Company's Ships in the Roads displayed their
Colours & fired a Royal Salute in Consequence
of the installation of a new Nabob to the Princely
Province of the Carnatic, who is the grandson of the
deceased Nabob

The Admirals Ship in Compliment hoisted the Nabobs
Flag flying at her Mizzen head, the Royal
Standard of England at the Fore head, & the Ship

This unfortunate accident took place.

on her fore topmast head, & the Pilot Cutter on the cliff.

The day being [illegible] gallant offrance

We this day received on board 20 discharged Superannuated Seamen belonging to the East India Company who had served their stated number of years in India.

The month of August set in with strong Breezes from the S.W. with fair weather; and occasionally the Wind blowing very strong in Squalls off the land: on the 3rd H.M.S. Arrogant (Capt. Rainier) sailed to the Eastward at about 4 P.M. we were all alarmed at observing that the Malabar was on fire! every effort was made by those on board to extinguish it, and all possible assistance rendered by the Boats from the Ships in the Roads, several of which carried Engines with them: the fire, however, burnt with such rapidity & fury, as to render every effort unavailing, for in the space of less than an hour, the fire had made such havoc that it was entirely impossible to save the Ship, & the Crew, finding they were exposing themselves to unnecessary danger by remaining longer on board, were glad to escape by means of the Boats that surrounded the Ship, which they were fortunate in doing without the loss of any lives, but nothing could be saved, except a few Articles of apparel, that by chance might be at hand, and happen to be portable. In about a quarter of an hour after, the Magazine of Powder caught fire & the Ship flew up

Augt 1. sailed for England, the Wham Packet.

[illegible] Weather continued as for some days past. The Crew employed in receiving Captain's Stock, Baggage &c. &c. & getting the Ship ready for Sea.

Friday 7th Received on board 19 Navy Invalids who have been discharged for Sickness.

8th Moderate land Breeze in the morning unmoored Ship, at [illegible] o'clock got under sail & warped out into the offing, a short distance, & came to an Anchor with the best Bower in 12 fathoms Water. Our Boatswain left the Ship in consequence of his insolent behaviour to the Chief Officer, and other Misconduct.

9th Fine Weather, with moderate Breezes a. L.W. Employed receiving Passengers Baggage, Water &c. Got up T. & G. Yards

Arrived from England the H. C. Ships, Lord Thurlow, & Princess Charlotte; they left England 23rd April.

13 At 8 a. m. the H. C. Ships fired a Salute in Consequence of the intelligence received from Europe of Lord Nelson's action with the Danish Fleet.

At 10 a. m. the Bengal Fleet [illegible] weigh.

14th Variously employed preparing for Sea; a. m. came on board Captn Larkin and his Passengers, at 9 hove up the Anchor & made Sail; the Wind variable a Southerly.

At our departure from Madras, we had pleasant Weather with very variable Winds, & frequent Squalls

15 At 11 a. m. Discovered two strange sail bearing W. N. W. under their topsails; at 5 p. m. four sail bearing S. W. we observed two of them hoist to, & making Signals to each other, apparently suspicious of us; after laying by till their two Sternmost Ships came up, they hauled down their Colours & made Sail: at 6 we came up with them & spoke the Sternmost Ship, which proved to be the Admiral Gardiner, one of the China fleet from Madras, which sailed the day after us; the other three were

the Hindostan, Hope, & Boddam; they were bound to Pulo Pinang & China.

Sunday 16 - We experienced moderate Winds, towards evening blowing hard & squally with Lightening: at 10 at Night, the wind chopping round, we were taken aback, & in the Squall carried away the Fibboom: Thro' the whole of the Week the Winds were very variable, frequent hard Squalls & mostly cloudy Weather - with much lightening - At Day light on 19 discovered low land ahead distant about 3 leagues, tacked & stood out to Sea - at 8 discovered the Land about Pondicherry bearing N. W. distant 4 Leagues - at 4 in the afternoon Land still in sight, extending a. S. to S. W. b. S. off shore 4 Leagues - this land we discovered the Pillum-Karam Pagodas -

21st Weather as 8 Days past - During the Night kept a good look out for the Island of Ceylon, but did not see it, Blowing fresh at times in Severe Squalls, the Ship very crank, pitching heavy does not sail so well as on her outward Passage

In Weather during the remainder of the Month was mostly cloudy, we experienced a succession of Calms & foul Winds, blowing in very severe Squalls, mostly from the S. W. with Thunder, Lightening and hard Rain with sultry weather - On the 27th in a hard Squall we split the Fib and Top Gallant Stay Sail. On 28th found the Fore Topmast Stay stranded, which was therefore knotted and set up again

The Month of September set in with the same unfavourable Appearances; hard Squalls, Thunder, Lightening and Rain with the Wind from the same point all the first Week. On the 2d Sept we crost the Line in 91° 14' East Longde

We had now been 19 Days from Madras, and had been driven a long way to the Eastward. this was the effect of the S.W. Monsoon which blows on the Coromandel Coast during the Months from to , but which we had experienced so favourable to us on our outward passage as we ran from the Line to Madras in 5 Days.

The Wind still continued from the Southward and West in hard Squalls, with heavy Rain and occasional Calms; but the Wind afterwards always Springing up from the same unfavourable point.

On Saturday 5th Sept our Latitude was 2°. 27' So and the Longitude 91°. 12 East.

The ensuing Week the Westerly winds continued, but gradually veering more to the North towards the end of the Week, the Wind sometimes Springing up from the S.E. giving us hopes of its being the Regular Trade Wind, but it seldom lasted more than two or three hours, tho' attended with a great Swell from the Southward. the Weather still Squally with much Rain and a Cloudy Sky.

The Winds we experienced this week were so light, and baffling that in the course of it we advanced to the Southward only 5½ miles, and diminished our Longitude very little.

On 12th Sept the Weather clearing up, we saw a Strange Sail to leeward bearing S.E. Courses down. at 3 P.M. the Wind shifting, she bore up and stood for us; we immediately clear'd away for Action; at ½ past 4 spoke her; she proved to be the Matilda, a Country Ship, from Madras, bound to the Cape of Good Hope with Rice, we sent our Cutter on board her for Newspapers &c. She sailed from Madras 20 August, five days after we did;

St Helena is situated in the midst of the Southern or Ethiopic Ocean and is the most distant Island from the Continent of any in the known World: its extreme length is not more than 9 Miles, and as its figure is nearly circular, the utmost of its Circumference cannot be more than 26 or 27 Miles. All the East India Ships touch here in their way home, and cautious of missing so small a Spot they fall into its parallel of Latitude about 50 or 60 Leagues Eastward of it, lie by all Night for fear of running past, and when Day appears, steer due West till they make the Land.

St Helena lies in a most temperate and agreeable Climate: the South East Trade Wind blowing there the whole year renders the Air always cool, pleasant & healthy. They are exempt from Thunder & Lightning and the Island is refresh'd by light flying Showers, which produce a quick Vegetation as well as continual Verdure, though sometimes the Want of Rain is such that all this Verdure disappears.

It affords a dreary and most uncomfortable prospect from the Sea of high craggy Rocks, many of the Summits hiding themselves in the Clouds, and many projecting over their Bases.

The only two landing places are at Rupert's and James's or Chapel Valley. In Rupert's Valley towards the Sea stands a strong Fort well mounted with heavy Cannon — but the Valley is not habitable because it has no Water. In the entrance of James's Valley stands James's Town, the Residence of the Governor. It lies in 55° 15' Lat.de South, and 5° 45' Long.e West of London — its fort defends the Valley by a very fine Line of 32 Pounders and is flanked by a high inaccessible Battery upon the Rocks, called Munden's, close under which all Ships must pass that come to an Anchor before the Town.

On each Side of this Valley is a Row of very handsome Cashed Houses, (built of Stone from the Rocks,) which form a regular Street, and at the end is a pleasant Walk of near a quarter of a Mile in length between a Vista of Trees. On the left is an enclosed Square for the Soldiery, and the Walk terminates in an enclosure belonging to the Company

There are besides these

called Maldivia Gardens, in which are a great Number of Plantain Trees, Yams &c

On the Right Side the Valley is entered by a high steep Promontory, called Ladder Hill, the height of which is 800 feet; however, a winding Road has been contrived to ascend it, which, though not without difficulty, is yet safe, having a Wall on the Side next the Precipice, and the Inhabitants of both Sexes commonly ride up it on Horseback.

On the left of the Valley a handsome Road, in which two Carriages may pass abreast, forms the other Avenue to the interior parts of the Island: this passage, which has been made with great labour & difficulty, goes with an easy Ascent transversely to the level above, where the Prospect is striking Delightful; from a sterile brown barren Rock you view the most lively Verdure; beautiful Lawns with Sheep and Cattle feeding in different parts, & interspersed with Small Houses, which have generally a large inclosure laid out into Gardens – This View is terminated by a distant prospect of the Sea, or by high Rocks heaped as it were one upon Another to a Stupendous Height – The Plain called Long Wood, containing more than 1500 Acres of Ground, forms another point of View, and the whole is rendered still more pleasing by a Small winding Stream, which falling from the Heights into the Valley makes a delightful Cascade –

The Garrison at present consists of Men, who appear to be young, clean looking & healthy; they have a very good Band.

On the Summit of one of the heights is built a convenient Look-out House, which has two Cannon near it When a Ship is first descried, the two Guns are fired and this is called a Single Alarm; if two Sail are seen, three Guns are fired, which is a double Alarm: immediately the Drums beat to Arms, and every Body takes possession

of the different Posts assigned them — A Gun more is fired for each Ship that is seen, till the number of five, which is the Signal for a Fleet. Every one remains under Arms, till the Governor is acquainted by the Ships Boat, who she is, and then the Drums beating again dismiss the People to their different Avocations — In the whole Island there are reckoned to be about 160 Families, and these have among them about 300 Slaves, who are exceedingly serviceable to their Masters, and live in great Comfort and Tranquillity. The Ladies of the Island are very fair, and many of them very pretty, but in general inclined to the embon Point.

The Island is so infested with Rats and mice that they cannot grow any Grain, so that a Crop of any thing in the Fields or Garden is never Secure, till it is gathered: this discourages Culture, and the only things they attempt to cultivate are Yams & Potatoes, the latter of which are of a very Superior Quality ~~to those~~ at the Cape of Good Hope, and are both large and mealy. The Governor, Deputy Governor, and a few others have the first Choice of all provisions in the Market. The Soldiers & Bulk of the Inhabitants live on Fish, Salt Meat, Yams & Potatoes. They can have no large Stock of Poultry for want of Grain to feed them with — Most of the Inhabitants have a fishing Boat in which they send out their Slaves a fishing all Night, and as the Sea round this Island abounds with a great Variety of the finny tribe, they are never at a loss for this kind of food. Almost all the Families in the Island board and lodge Passengers in their families, for which every Individual pays pr Day during his Stay — Provisions of all kinds are dear — Beef 8d pr Pound, Pork from 9d to 1/- a Turkey a Guinea, a Goose 10/ a Duck & a Small Fowl 5/6 Potatoes 10/ pr Hundred Weight, Cabbages of 25 pounds weight each for 4/, smaller ones at 9d apiece — Turtle at 8d & 6d a pound — Eggs 2d a piece. Fire Wood is very scarce; Coal mostly used brought out in the Annual

Stone Ship and every Ship from Bengal is obliged to bring one Ton of Paddy in Rice for every 100 Tons Burthen

All Ships in approaching the Island bring to to Windward and send their Boat ashore to the Castle with an Officer to report their Nature of Business & obtain the Governor's permission for anchoring there. Without this all the Batteries would fire upon them in their Approach, and it would be very difficult even for a Number of Men of War to force a passage.

James's Town is situated in the most leeward part of the Island, so that Ships in coming in are obliged to keep close in under the Land, by which means their Decks are entirely exposed to the Battery above. Another Disadvantage is that of Eddy Winds, Calms, and violent Gusts which lay them almost on their Broadsides, so that the natural Strength of St Helena is alone almost sufficient for its Safety.

A Ship bound to this Island must run down along the North Side of it within half a Cable's length of Sugar Loaf Point, and afterwards keep the Shore close on board within a Cable's Length There is no danger the Shore being bold & steep to. On the West part of Sugar Loaf Point stands a Small fort of it, and a little to the Southward of it is Rupert's Valley, the next point to the Southward of the Valley is Munden's Point, which must be kept close on board, and the next Valley is James's Valley off which is the place of anchoring. You may anchor in from 8 to 15 fathom the Flag Staff at the Fort bearing from S.S.E. to S.E.b.S. Sugar Loaf Point N.E.b.E. & Horse Pasture Point S.W.b.W.½W. Distance off Shore about ½ a Mile with these bearings you have a good and convenient birth for watering. This Bank runs out, to the Westward from the

for about ½ Mile, and deepens gradually from 7 fathoms near the Shore to 30 and 35 for about 1¼ Mile when it deepens suddenly to 60 fathoms and then no Soundings — The Bottom in the Road is coarse Sand & Gravel. You find no Soundings till you come abreast of Rupert's Valley and then you have 18 or 20 fathoms.

There is Plenty of good Water at St Helena — One watering place is just without St James's Fort where there is a Crane to strike the Casks into the Boat; the other is at Lemon Valley, where is the best Water, and you fill the Casks in your Boat with an Hose; only it is a little farther to fetch it.

Though the Limits of the General Winds never extend beyond 28 or 29 Degrees South Latitude, yet after you have doubled the Cape of Good Hope, you sometimes meet with S.E.by. Winds which blow constantly and without any sensible intermission, so that in this Track you may even flatter yourself with the hope of their continuing favourable for crossing the Line —

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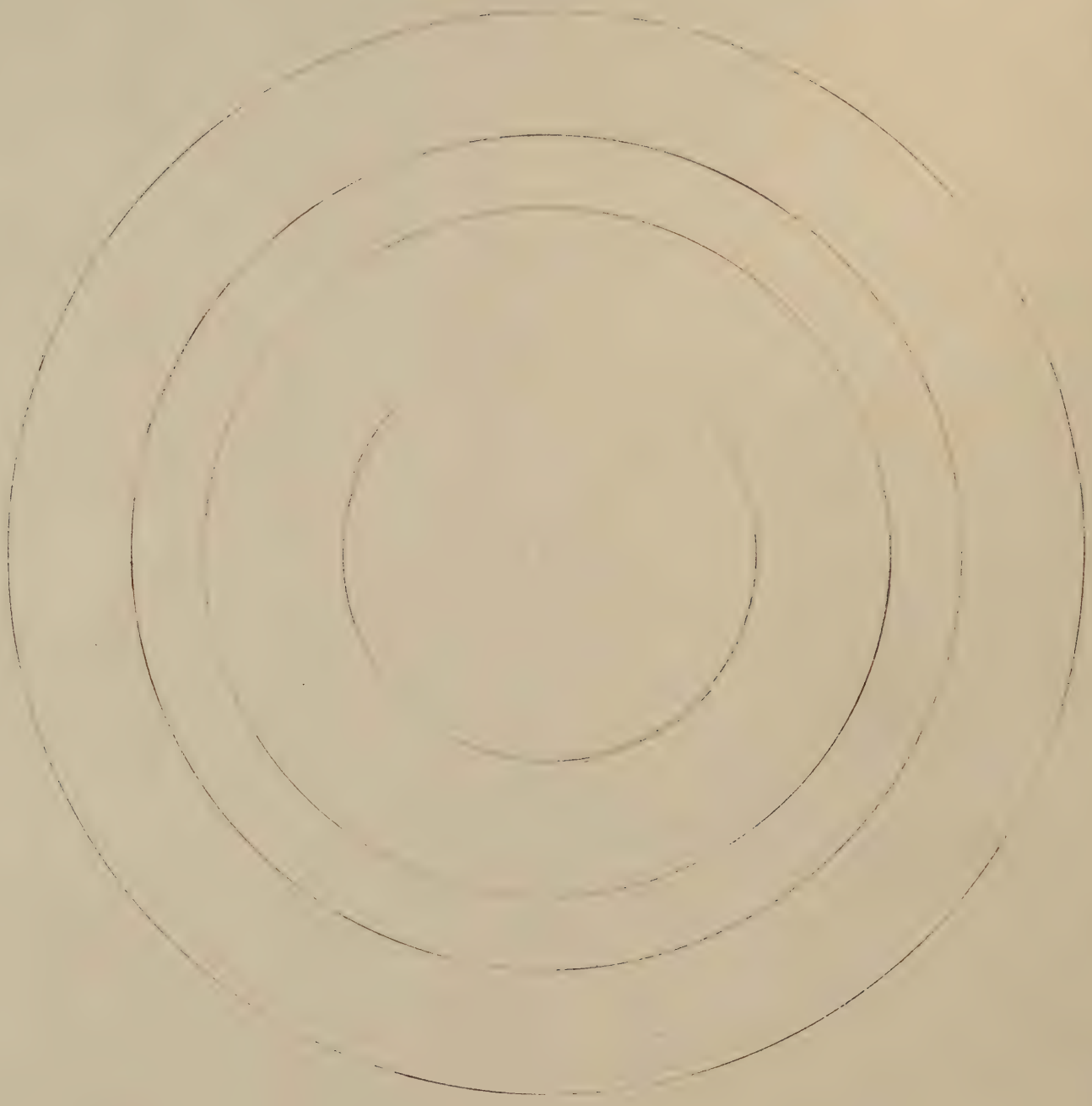

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A General Account of Accounts
of Passengers & Cargo
on a Voyage to Calcutta in the
year 1801 beginning at the
time of the Ship leaving the
Downs on the 19 of January 1801